The ★ Star.

VOLUME 5. REYNOLDSVILLE, PENN'A., WEDNESDAY, MAY 20, 1896. NUMBER 3.

Railroad Time Tables.

PENNSYLVANIA RAILROAD.

IN EFFECT MAY 17, 1896.

Philadelphia & Erie Railroad Division Time Table. Trains leave Driftwood.

EASTWARD

9:04 a. m—Train 8, daily except Sunday for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 6:23 p. m., New York, 9:23 p. m.; Baltimore, 6:00 p. m.; Washington, 7:15 p. m Pullman Parlor car from Williamsport and passenger coaches from Kane to Philadelphia.

3:39 p. m.—Train 6, daily except Sunday for Harrisburg and intermediate stations, arriving at Philadelphia 4:30 A. M.; New York, 7:33 A. M. Pullman Sleeping cars from Harrisburg to Philadelphia and New York. Philadelphia passengers can remain in sleeper undisturbed until 7:00 A. M.

9:35 p. m.—Train 4, daily for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia, 6:32 A. M.; New York, 9:33 A. M. on week days and 10:35 A. M. on Sunday; Baltimore, 6:20 A. M.; Washington, 7:40 A. M. Pullman cars from Erie and Williamsport to Philadelphia. Passengers in sleeper for Baltimore and Washington will be transferred into Washington sleeper at Harrisburg. Passenger coaches from Erie to Philadelphia and Williamsport to Baltimore.

WESTWARD

7:21 a. m.—Train 1, daily except Sunday for Ridgway, DuBois, Clermont and intermediate stations. Leaves Ridgway at 3:00 P. M. for Erie.

9:50 a. m.—Train 3, daily for Erie and intermediate points.

6:06 p. m.—Train 11, daily except Sunday for Kane and intermediate stations.

THROUGH TRAINS FOR DRIFTWOOD FROM THE EAST AND SOUTH.

TRAIN 11 leaves Philadelphia 8:23 A. M. Washington, 7.50 A. M.; Baltimore, 8:50 A. M.; Wilkesbarre, 10:15 A. M.; daily except Sunday, arriving at Driftwood at 6:06 P. M. with Pullman Parlor car from Philadelphia to Williamsport.

TRAIN 3 leaves New York at 8 p. m.; Philadelphia, 11:29 p. m.; Washington, 10.40 p. m.; Baltimore, 11:50 p. m.; daily arriving at Driftwood at 9:50 a. m. Pullman sleeping cars from Philadelphia to Erie and from Washington and Baltimore to Williamsport and through passenger coaches from Philadelphia to Erie and Baltimore to Williamsport.

TRAIN 1 leaves Renovo at 6:30 a. m., daily except Sunday, arriving at Driftwood 7:21 a. m.

JOHNSONBURG RAILROAD.

(Daily except Sunday.)

TRAIN 19 leaves Ridgway at 9:30 a. m.; Johnsonburg at 9:58 a. m., arriving at Clermont at 10:35 a. m.

TRAIN 20 leaves Clermont at 10:45 a. m. arriving at Johnsonburg at 11:41 a. m. and Ridgway at 12:00 a. m.

RIDGWAY & CLEARFIELD R. R.

DAILY EYCEPT SUNDAY.

SOUTHWARD. P. M	SOUTHWARD. A. M.	STATIONS.	NORTHWARD. A. M.	NORTHWARD. P. M.
12 10	9 30	Ridgway	1 35	6 30
12 18	9 38	Island Run	1 25	6 22
12 22	9 42	Mill Haven	1 21	6 17
12 32	9 52	Croyland	1 10	6 04
12 38	10 00	Shorts Mills	1 02	6 00
12 42	10 06	Blue Rock	12 56	5 54
12 44	10 07	Vineyard Run	12 53	5 51
12 46	10 10	Carrier	12 50	5 48
1 00	10 22	Brockwayville	12 38	5 36
1 10	10 32	McMinn Summit	12 30	5 25
1 14	10 38	Harveys Run	12 26	5 20
1 20	10 46	Falls Creek	12 20	5 15
1 45	10 55	DuBois	12 05	5 00

TRAINS LEAVE RIDGWAY.

Eastward.	Westward.
Train 8, 7:17 a. m.	Train 3, 11:34 a. m.
Train 6, 1:45 p. m.	Train 1, 3:00 p. m.
Train 4, 7:55 p. m.	Train 11, 8:05 p. m.

S. M. PREVOST, Gen. Manager. J. R. WOOD, Gen. Pass. Ag't.

BUFFALO, ROCHESTER & PITTSBURGH RAILWAY.

The short line between DuBois, Ridgway, Bradford, Salamanca, Buffalo, Rochester, Niagara Falls and points in the upper oil region.

On and after Nov. 10th, 1895, passenger trains will arrive and depart from Falls Creek station, daily, except Sunday, as follows:

7:25 a. m. for Curwensville and Clearfield.

1:35 p. m.—Accommodation from Punxsutawney and Big Run.

10:00 a. m.—Buffalo and Rochester mail—For Brockwayville, Ridgway, Johnsonburg, Mt. Jewett, Bradford, Salamanca, Buffalo and Rochester; connecting at Johnsonburg with P. & E. train 3, for Wilcox, Kane, Warren, Corry and Erie.

20:27 a. m.—Accommodation—For Sykes, Big Run and Punxsutawney.

2:20 p. m.—Bradford Accommodation—For Beechtree, Brockwayville, Elimont, Carmon, Ridgway, Johnsonburg, Mt. Jewett and Bradford.

4:37 p. m.—Mail—For DuBois, Sykes, Big Run Punxsutawney and Walston.

Passengers are requested to purchase tickets before entering the cars. An excess charge of Ten Cents will be collected by conductors when fares are paid on trains, from all stations where a ticket office is maintained.

Thousand mile tickets at two cents per mile, good for passage between all stations.

J. H. McINTYRE, Agent, Falls Creek, Pa.
E. C. LAPEY, Gen. Pas. Agent, Rochester N. Y.

ALLEGHENY VALLEY RAILWAY COMPANY commencing Sunday May 26, 1895, Low Grade Division.

EASTWARD.

STATIONS.	No. 1.	No. 5.	No. 9.	201	109
	A. M.	P. M.	A. M.	P. M.	P. M
Red Bank	10 45	4 40			
Lawsonham	10 57	4 52			
New Bethlehem	11 30	5 25	5 12		
Oak Ridge	11 38	5 33	5 20		
Mayesville	11 46	5 41	5 28		
Summerville	12 05	6 00	5 47		
Brookville	12 25	6 20	6 07		
Bell	12 31	6 26	6 13		
Fuller	12 45	6 38	6 25		
Reynoldsville	1 00	6 57	6 44		
Pancoast	1 08	7 06	6 52		
Falls Creek	1 26	7 25	7 00	10 55	1 36
DuBois	1 35	7 34	7 10	11 45	1 45
Sabula	1 48	7 47	7 23		
Winterburn	1 59	7 56	7 34		
Penfield	2 05	8 06	7 40		
Tyler	2 13	8 16	7 50		
Glen Fisher	2 26	8 27	8 01		
Bennezette	2 43	8 44	8 18		
Grant	2 52	8 54	8 28		
Driftwood	3 20	9 25	8 55		
	P. M.	P. M.	A. M.	A. M.	P. M.

WESTWARD.

STATIONS.	No. 2	No. 6	No. 10	106	110
	A. M.	A. M.	P. M.	P. M.	P. M
Driftwood	10 10	5 00	6 35		
Grant	10 42	5 32	7 06		
Bennezette	10 52	6 42	7 16		
Glen Fisher	11 09	5 59	7 33		
Tyler	11 20	6 10	7 44		
Penfield	11 30	6 20	7 54		
Winterburn	11 38	6 26	8 00		
Sabula	11 47	6 37	8 12		
DuBois	1 05	6 50	8 35	12 10	6 00
Falls Creek	1 20	7 20	8 52	12 20	5 10
Pancoast	1 34	7 28	8 40		
Reynoldsville	1 42	7 40	8 48		
Fuller	1 58	7 57	9 06		
Bell	2 10	8 08	9 17		
Brookville	2 20	8 19	9 25		
Summerville	2 39	8 36	9 44		
Mayesville	2 58	8 57	10 04		
Oak Ridge	3 06	9 05	10 16		
New Bethlehem	3 16	9 15	10 26		
Lawsonham	3 47	9 47			
Red Bank	4 00	10 00			
	A. M.	A. M.	P. M.	A. M.	P. M.

Trains daily except Sunday.

DAVID McCARGO, Gen'l. Supt.
SAM'L. R. ANDERSON Gen'l Pass. Agt.

BEECH CREEK RAILROAD.

New York Central & Hudson River R. R. Co., Lessee

CONDENSED TIME TABLE.

READ UP Exp No 37	Mail No 33	NOVEMBER 17, 1895.	READ DOWN Exp No 30	Mail No 36
p m	p m		a m	p m
	1 35	Arr....PATTON...Lve.		†3 30
	1 14	.....Westover.....		3 52
9 25	12 50	.....MAHAFFEY.....	†5 00	4 15
9 00	12 15	Lve...Kerrmoor...Arr.	5 20	4 42
8 50	12 05	.....GAZZAM.....	5 30	4 52
8 43	11 58	Arr...Kerrmoor...Lve.	5 37	4 58
8 38	11 53	.....Mew Millport.....	5 42	5 03
8 32	11 46	.....Olanta.....	5 48	5 09
8 25	11 39	.....Mitchells.....	5 55	5 15
8 05	11 20	Lve Clearfield Junc. Arr.	6 15	5 34
7 55	11 11	.....CLEARFIELD.....	6 25	‡5 45 / ‡6 10
7 45	11 00	Arr Clearfield Junc. Lve.	6 35	6 19
7 37	10 51	.....Woodland.....	6 45	6 29
7 31	10 44	.....Bigler.....	6 52	6 34
7 23	10 39	.....Wallaceton.....	6 57	6 40
7 15	10 29	....Morrisdale Mines....	7 06	6 48
7 07	10 22	Lve.....Munson...Arr.	7 15	6 57
6 35	9 55	Lve { PHIL'PSB'G } Arr	7 40	7 27
7 27	10 40	Ass { PHIL'PSB'G } Lve	6 55	6 35
7 03	10 17	Arr....Munson....Lve.	7 17	7 00
6 40	9 52	.....PEALE.....	7 40	7 23
6 20	9 28	.....Gillintown.....	7 57	7 44
6 13	9 20	.....SNOW SHOE.....	8 04	7 52
5 18	8 24	....BEECH CREEK....	8 49	8 44
5 05	8 09	.....Mill Hall.....	9 01	8 57
4 58	8 02	.....LOCK HAVEN.....	9 07	9 03
4 47	7 53	.....Youngdale.....	9 16	9 12
‡8 35	7 40	JERSEY SHORE JUNC.	9 29	9 24
†4 00	†7 05	Lve WILLIAMSP'T Arr	10 05	10 00
p m	a m		a m	p m
p m	a m	PHILA. & READING R. R.	a m	p m
†2 40	*6 55	Arr WILLIAMSP'T Lve	†10 30	*11 15
†8 35	*11 30	Lve.....PHILA.....Arr	5 08	7 11
†4 30		Lv N. Y. via Tamaqua Ar	6 45	
	‡7 30	Lv N. Y. via Phila. Ar.	7 25	‡9 30
a m	p m		p m	a m

* Daily † Week-days § 6 00 p m Sundays ‡ 10 55 a m Sunday

CONNECTIONS.—At Williamsport with Philadelphia & Reading R. R. At Jersey Shore Junction with Fall Brook Railway. At Mill Hall with Central Railroad of Pennsylvania. At Phillipsburg with Pennsylvania Railroad. At Clearfield with Buffalo, Rochester & Pittsburgh Railway. At Mahaffey and Patton with Cambria & Clearfield Division of Pennsylvania Railroad. At Mahaffey with Pennsylvania & North-Western Railroad.

A. G. PALMER, Superintendent. F. E. HERRIMAN, Gen'l Pass. Agt. Philadelphia, Pa.

Hotels.

Miscellaneous.

NOTICE OF APPLICATION FOR CHARTER In the Court of Common Pleas for the county of Jefferson.

Notice is hereby given that an application will be made to the said court on Thursday, 21 day of May, 1896, at 2 o'clock P. M. under the act to provide for the incorporation and regulation of certain corporations approved April 29th, 1874, and supplements by Wm. F. Marshall, Henry Herpel, Henry Delbie, I. J. Sutter, Solomon Shaffer, H. S. Belnap, et al. For the charter of an intended corporation to be called the Reynoldsville Cemetery Company the character and object of which is the maintenance of a public cemetery for the burial of the dead bodies of human beings and for these purposes to have, possess and enjoy all the rights, benefits and privileges conferred by the said act and its supplements.

S. M. DAVIS, Solicitor.

GREEK FIRE.

How the Terrible Engine of Destruction Was Used In Warfare.

Joinville, who served under King Louis IX in the seventh crusade of 1248, gives a graphic description of the terrors of Greek fire: "It happened one night that the Turks brought up an engine that they called the perriere (stone thrower), a terrible engine of destruction, and placed it in front of some cat castles (chaz chateil) that M. Gaultier de Curel and I were guarding that night, and from this engine they threw Greek fire at us in great quantities (a plante). It was the most horrible thing that ever I saw. When the good knight, M. Gaultier, my comrade, saw the fire, he cried out and said to us: 'Seigneurs, we are lost forever without remedy, for if they set fire to our cat castles we shall be consumed and burned, and if we leave our post we shall be disgraced, and so I conclude that there is no one who can defend us from this peril except God, our blessed Creator. Order all our men, every time the enemy throws the Greek fire, to throw themselves on their hands and knees and cry, "Thanks to our Lord, in whom is all power!" " And whenever the Turks fired the first shot we threw ourselves thus on our hands and knees, as our commander had ordered. The nature of Greek fire was such that it advanced toward us as big as a tun, and its tail extended a yard in length (une demye-canne de quatre pans). It made such a noise in coming that it seemed as though it were a thunderbolt falling from heaven and appeared to me like a great dragon flying in the air. It threw out such brilliant light that it was as clear as daylight in our host, so great was its flame of fire. Three times that night they threw this Greek fire at us from the aforesaid perriere and four times from the great crossbow (arbeleste a tour), and every time our good King St. Louis heard that they were throwing the fire at us in this manner he cast himself upon the ground, and stretching out his hands, with his face upraised to heaven, he cried in a loud voice to our Lord and exclaimed as he shed great tears, 'Beau Sire Dieu Jesus Christ, garde moy et toute ma gent.'" ("Histoire de St. Louis," Petitot, volume 2, page 235.)

The cat castles mentioned by Joinville were wooden towers used in sieges, and the word canne is a French measure of length equivalent to six feet and consisting of eight pans of nine inches each. There was nothing novel in the mere throwing of fire. It has always been one of the usual incidents of sieges. —Gentleman's Magazine.

SAVED BY A CAT.

How a Bashful Young Man at Last Got a Spoon.

There is a man, well known in judicial circles as one of the most polished and courtly of gentlemen, who tells the following story:

He had not, in his early youth, those advantages which tend to produce ease of manner. When about 15, he was much in love with a neighbor's daughter, and, according to his statement, was at this time nearly 6 feet tall, ungainly, shy and with the proverbial ubiquitous hands and feet.

One Sunday he was at dinner with his rosy cheeked sweetheart, and when the guests had been served with soup the youth discovered that he had no spoon. He grew red in the face and was in an agony of mortification and dismay. If he asked for a spoon, he felt sure every one would look at him; if he did not eat his soup, his hostess would be sure to remark it. What was he to do? He felt his hands growing larger and more in the way than ever, and his feet caused him untold emotion by absolutely refusing to go under his chair.

Great beads of perspiration stood out on his face and trickled down like rain. The situation was becoming unendurable when a terrified cat, pursued by a small but game terrier, rushed into the room and sprang upon the table. The guests jumped up, and in the general confusion the embarrassed youth retained his seat, and turning to the servant remarked calmly, "I'll have a spoon, please."—Washington Times.

The Stylus.

The Roman pen, or stylus, was an iron implement, sharp at one end like an awl and flat at the other like a paper cutter. It was used for writing on tablets of wood or ivory covered with wax. The sharp end was employed for writing and the flat for erasing or correcting what was written.

How It Happened.

"How did you"— the visitor began, when the ossified man hastened to say: "How did I get in this condition? Certainly. A young woman gave me the marble heart when I was a young man, and it spread."—Cincinnati Enquirer.

Correct.

Teacher (to class)—Why is procrastination called the thief of time?

Boy (at foot of class)—Because it takes a person so long to say it.—Harlem Life.

The first hint of paper making in Europe was in Constantinople. The process was brought from China by way of Samarkand in A. D. 651.

Stern duties need not speak sternly. He who stood firm before the thunder worshiped the "still small voice."—Dobell.

Byzantine Art.

Not only hundreds of admirable Syrian churches, but St. Sophia itself, had been completed before the early Christian basilica at Perigueux was begun. When we think what this must have been, with its wooden ceiling and scant, barbaric attempts at ornament, and what St. Sophia is, with the most beautiful dome that has ever yet been constructed and a richness of finely devised and perfectly wrought adornment that has never yet been equaled, can we marvel that any kind or degree of contact with Byzantine art deeply impressed western eyes and often guided western hands? Can we wonder that the churches of Constantinople were copied at Ravenna, or that Charlemagne copied Ravenna at Aix-la-Chapelle and sedulously encouraged the immigration of Byzantine artists? Or is it surprising that, in the tenth century, the Venetians, perpetually in commercial contact with every eastern port, imitated a Constantinopolitan church amid their own lagoons? Between the sixth and the eleventh centuries western art—Romanesque art—was not even sure what it wanted to try to do, while in the sixth century eastern art—Byzantine art—had already conceived and perfected some of the most marvelous monuments of human intelligence and taste.—M. G. Van Rensselaer in Century.

The Tramp's Story.

A tramp appeared at the door of a house in Takoma park yesterday. He was not an ordinary looking tramp. Although ragged, there was an air about him that betokened good breeding. He touched the rim of his battered hat with the grace of a Chesterfield, and the lady of the house gave him something to eat.

"You look as though you had been a gentleman," she said. "I am afraid you are addicted to drink."

"No, madam, you are in error," he replied. "Addicted implies a habit. I am therefore not addicted to either eating or drinking. I was, however, once a gentleman. My downfall came from learning a trade."

"Learning a trade?"

"Yes, madam. I worked at the machinists' trade for five years, and so injured my thumb and forefinger that I could follow my profession no longer, madam."

"What was your profession?"

"I wrote checks, madam."

And even then she did not know what he meant—not until her husband came home and told her why the writing of checks made him have to learn a trade. —Washington Star.

He Was a Little Dutchman.

I heard a good old German giving his little grandson a lesson in English the other day, says a writer in the San Francisco Post. The old man sat tilted back in a chair against the sunny side of the house smoking his pipe, while little Paul played on his lap and the collie Joe frisked about them.

"Come, Yoe! Here, Yoe!" called the little boy.

The old man knew that Yoe was not the English pronunciation of Joe, so he undertook to correct the little fellow.

"No, gran'pa's boy don't say him right," laughed the old man. "You mustn't say 'Yoe.' Say 'Yoe.'"

"Yoe," repeated the child.

"I'm 'fraid, Paulie, you vas a Dutchman und can't say 'Yoe.' Now look at gran'pa und say him right. Say 'Yoe.'"

The child watched the old man's mouth and then repeated "Yoe."

"I t'ink, Paulie, your tongue vas too t'ick. You vas gran'pa's little Dutchman und can't say 'Yoe.'"

Then they both laughed and the little boy called:

"Here, Yoe! Here, Yoe!"

Particular Prisoners.

Prisoners, it has been said, think much of the rank of those who pass sentence of death upon them, and the sheep stealer of bygone days preferred that his doom should proceed from the lips of a chief justice. Lord Campbell mentions a case where a sergeant presided on the Oxford circuit in place of the judge taken suddenly ill, and a man was capitally convicted. Being asked, as usual, whether he had anything to say, he replied, "Yes, I wish to say that I have been tried before a journeyman judge." —Liverpool Mercury.

The Pope's Plate.

It is doubtful whether any one has more gold and silver plate and other objects of value than the pope. It is declared that were he to melt down all the medals, chains, vessels and other objects preserved in the Vatican, the amount of gold obtained would make more coin than the whole of the present European circulation.

In the Light of Experience.

Nodd—Before we were married, when we went into a restaurant, it used to take my wife about an hour to decide on what she wanted.

Todd—Doesn't it now?

"No, sir. I never let her see a bill of fare."—Detroit Free Press.

At the Navy Yard.

"So this is the minie rifle?"

"Yes, mum."

"And that's the maxim gun?"

"Yes, mum. The minie-mum and the maxim-mum!"—New York Recorder.

The rosy fingered morn did there disclose her beauty, ruddy as a blushing bride, gilding the marigold, painting the rose, with Indian chrysolites her cheeks were dy'd.—Baron.

THE CHANCE PASSAGE.

A Knockdown Argument For the Early to Rise Scotchman.

An old Scotchman had a roommate in New York who was not fond of early rising and never stirred from his bed until the breakfast bell rang. The older man considered it his duty to warn the young man against the effects of indolence, and at the same time to impart religious instruction to him.

Every morning the Scotchman arose at 6 o'clock, shaved himself and when completely dressed shook his young friend and addressed him in this manner:

"Now, lad, you see what it is to gain time. Here I am dressed and ready for breakfast, with half an hour in which to read a chapter in the Bible and to commit a verse to memory which may serve a useful purpose during the day. Now I shall open the good book at random and read any verse on which my eye chances to light, and I think it probable that the verse will have some special application for the events of the day. Meanwhile, there you are, with barely enough time to dress for breakfast and not a minute to spare for good reflection."

For a week or more this address was repeated every morning with little variation, and the chance passage read aloud. Then the young man gave the Scotchman a dose of his own medicine.

It was a cold morning when the Scotchman, wearied by late hours the previous night, overslept. The younger roommate arose softly, dressed himself quickly and aroused him.

"Here I am," began the convert to the new gospel of early rising, "in complete order for breakfast and ready to turn to a verse in the good book which may serve me a useful turn during the day."

"Well done," said the Scotchman, rubbing his hands.

"You know, too," continued the young man, without a smile on his face, "that one's hands may be directed by something that is not blind chance to a verse which may be highly significant."

"Certainly," said the Scotchman, pleased to perceive that his lesson had been aptly learned by the pupil. "Open the book and read the first passage which your eye catches."

The young man opened the book, and without a pause or a smile read the following verse from Proverbs:

"He that blesseth his friend with a loud voice, rising early in the morning, it shall be counted a curse to him."

The serious Scotchman was taken back so completely by the sentiment that he demanded the book and had to read the verse through his spectacles before he could believe that his companion was not deceiving him.

"Well, lad," he remarked gravely, "I suppose it was meant for my benefit. I'll let you sleep another morning."—Youth's Companion.

What the Alabama Did.

In the war between the northern and southern states, which raged in America during 1861-5, we have the only instance in which steam cruisers have been employed on any scale to harry commerce. The south had no commerce to be attacked, but the north had a large and prosperous merchant marine. From first to last the south sent 11 steam cruisers and 8 small sailing cruisers to sea. These captured between them 2 steamers and 261 sailing ships—not a very heavy bill of loss, one would think. Yet this loss practically drove the United States flag from the seas. To prove this, I will quote from the case of the United States, as presented to the Geneva arbitrators, the following facts: "In 1860 two-thirds of the commerce of New York was carried on in American bottoms. In 1863 three-fourths was carried on in foreign bottoms." And the transfers from the United States to the British flag were enormously large. They were:

	Ships.	Tons.
1861	126	71,673
1862	135	74,579
1863	348	252,579
1864	106	92,052

War ended in April, 1865.

The mediocre Alabama, a single small and ill armed ship, was the cause of most of this loss. There were no doubt other contributing factors, but the effect of her career is plainly marked in the sudden increase of transfers during 1863, when she was at sea. After she had been sent to the bottom Yankee skippers recovered their breath. The trade, however, had departed, and the United States has never regained the position which it held in 1860 as a shipping nation.—Nineteenth Century.

How Fast Does Electricity Travel?

The above question is frequently asked in every day conversations, but is seldom answered to the satisfaction of the querist. Wheatstone says that the speed of electricity from point to point along a proper conductor is practically instantaneous. Various attempts have been made to ascertain the exact number of miles which the current will travel in a given length of time. According to the most reliable estimates which such experimenters have made its speed is not less than 114,000 miles per second. The writer adds: "Such speed is inconceivably great. The mind cannot contemplate it without staggering."—St. Louis Republic.

The poison dagger, an infamous weapon still in use among the aborgines of Brazil, is fashioned after the fang of a serpent.

Sea Water For City Streets.

The ancient idea of flushing the sewers and gutters of city streets with sea water is being vigorously discussed in many places. In England it has come into such favor that a proposition is now put forward to supply the city of London with sea water. The water would be taken from the sea at a spot not far from Brighton remarkably free from pollution. It would be pumped into a reservoir of 10,000,000 gallons. Thence it would be forced into another reservoir, from which it would gravitate to London. The present consumption of water in London is 200,000,000 gallons a day, of which 40,000,000 gallons is used for municipal purposes. This might be saved for domestic purposes by the introduction of sea water. The cost of the project is put at $2,250,000, and the sea water would be supplied by meter for public purposes at a fraction of the present cost of fresh water. One watering of the streets with sea water is said to be equal to two, or even three, with fresh water. It prevents the decomposition of street refuse, it is effective for flushing sewers, and particularly valuable for the extinction of fire. Of its value to health there is no doubt, and it would be easy to supply it to hospitals and to schools for swimming baths.

A Theater Incident.

"At a theater where the seats are not numbered and to which I had gone early to get a good seat," said a man, "I found just the seat I wanted in the fourth row from the front. In the seat in front of me in the front row sat a man; the seat immediately back of him was vacant, and the seat back of that and directly in front of me was occupied by a small boy, sitting between his father and mother. So that besides a good location I had an unobstructed view, which was one of the things I had in mind in choosing the seat. Of course I had to take the chances on that vacant seat, but the chances were at least even that it would be occupied by a man, and if it was taken by a woman there was a chance that she would not wear a big hat.

"When the theater filled up, that seat was taken by a woman, and she had on a hat which would have covered the grass plot in front of a house in the suburbs, and there grew upon it flowers and things as tall as the hollyhocks in the front yard of a house in the country.

"But she had no sooner taken the seat than she raised her hands and lifted the big hat off. My view was quite unobstructed, after all, and I felt that I had reason to be grateful."—New York Sun.

A Model Regiment.

The story is told of an English militia regiment whose reputation was none of the best that on one occasion a detective from Scotland asked to be allowed to inspect the regiment to discover, if possible, if a certain malefactor were in the ranks. Permission being given, the detective, accompanied by the adjutant of the regiment, made the tour of the various companies, front rank and rear rank. When the official had got to the last man of the rear rank of the rear company, he stopped suddenly and gazed earnestly at the rather embarrassed warrior. "Why, you surely have made a mistake," exclaimed the adjutant indignantly. "Why, you have pitched on the best man in the battalion. He has been with us for more than 20 years and he is our pattern soldier. His arms are a mass of good conduct badges, and he is the example of all that is best in the life of a soldier. You surely do not know him?" "No," replied the detective, "I do not—but I know all the others."—San Francisco Argonaut.

What About Leather?

The question is frequently asked: What is a vegetarian community to use instead of leather? Of course substitutes would have to be found. At present, as hides are a waste product, there is no need to seek further, but when they become scarce other substances will certainly take their place. Other things have already begun to compete with leather. Formerly the doublet and breeches and even bottles were made of that substance. Now we use cloth for bookbinding and other purposes and may have artificial leather boots. Demand always stimulates invention and production. It may therefore be safely predicted that to make ample provision for our clothing, even under a vegetarian regime, is a task not beyond the resources of civilization. We may be sure that if we have followed nature thus far and trusted her for our greater wants she will assuredly not fail us in these lesser things.—Westminster Review.